

At the Court at *Buckingham Palace*, the 30th day of *July*, 1928.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS in pursuance of the powers conferred on Him by the Air Navigation Act, 1920, His Majesty in Council was pleased to make the Air Navigation (Consolidation) Order, 1923, and the Air Navigation (Amendment) Order, 1925, the Air Navigation (Amendment) Order, 1927, the Air Navigation (Amendment) Order, 1928, and the Air Navigation (Amendment) (No. 2) Order, 1928, amending the first-mentioned Order:

And whereas it is expedient that the first-mentioned Order as so amended (hereinafter referred to as the principal Order) should be further amended in manner hereinafter appearing:

And whereas the provisions of the Rules Publication Act, 1893, have been complied with:

Now, therefore, His Majesty is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

1. For the purpose of bringing the principal Order into conformity with certain amendments which have been made in the annexes to the Air Navigation Convention, the amendments specified in the second column of the Schedule to this Order shall be made in the provisions of the principal Order mentioned in the first column of that Schedule.

2.—(1) At the end of paragraph 1 of Schedule V to the principal Order the following words shall be added:

“ In such cases as may be prescribed, the person acting as a pilot of any such aircraft as aforesaid shall, in addition to being the holder of a licence to act as pilot, also be the holder of a special certificate to be called ‘ a master pilot's certificate ’: but nothing in this paragraph shall prevent a master pilot's certificate being issued to an applicant for such a certificate, notwithstanding that no such cases may have been prescribed.”

(2) After paragraph 5 of the same Schedule, the following paragraph shall be inserted:

“ 5A. In order to obtain a master pilot's certificate, a person must possess such special qualifications as may be prescribed.”

(3) At the end of paragraph 6 of Schedule VI to the principal Order, the following sub-paragraph shall be inserted:

“ (c) where the application is for the issue of a master pilot's certificate, a fee of ten shillings and, if the applicant is required to undergo any examination, a further fee of ten shillings.”

3. For sub-paragraph (c) of paragraph 9 (1) of Schedule II to the principal Order, the following sub-paragraph shall be substituted:

“ (c) the aircraft is satisfactorily loaded for safety in flight:”

4.—(1) This Order may be cited as the Air Navigation (Amendment) (No. 3) Order, 1928.

(2) This Order shall come into operation on the first day of September, nineteen hundred and twenty-eight.

M. P. A. Hankey.

#### SCHEDULE.

Provision amended.	Amendment.
Schedule I, Para. 9 (b)	For the words from “ In the case of balloons ” to “ from one another ” there shall be substituted the words: “ In the case of balloons the marks shall be painted twice near the maximum horizontal circumference of a spherical balloon as far as possible from one another, and, on a non-spherical balloon, near the maximum cross-section on both sides immediately above the rigging band or the points of attachment of the basket suspension cables.”
Schedule I, Para. 11 ...	For the words from “ In the case of balloons ” to “ circumference of the balloon ” there shall be substituted the words: “ In the case of balloons the height of the nationality mark painted on the basket shall be four-fifths of the height of the basket, and the height of the other marks shall be equal to at least one-fifteenth of the maximum horizontal circumference of a spherical balloon and, for a non-spherical balloon, equal to at least one-twelfth of the circumference at the maximum cross-section.”
Schedule IV, Para. 2...	For paragraph 2, the following paragraph shall be substituted: “ 2. (a) A flying machine, when in the air or manoeuvring on land under its own power, shall carry the following lights: (i) On the right side, a green light so constructed and fixed as to show an unbroken light between two vertical planes whose dihedral angle is 110 degrees when measured to the right from dead ahead, and visible at a distance of at least 5 miles. (ii) On the left side, a red light so constructed and fixed as to show an unbroken light between two vertical planes whose dihedral angle is 110 degrees when measured to the left from dead ahead, and visible at a distance of at least 5 miles. (iii) The said green and red lights shall be fitted so that the green light shall not be seen from the left side, nor the red light from the right side.